

To-day's
Advertisements.

IMPERIAL GERMAN MAIL LINE.

THE Steamship

"SACHSEN,"
of the NORDDEUTSCHER LLOYD.
Captain F. Mentz, will leave for EUROPE,
from the Messageries Maritimes Buoy, TO-
MORROW, the 8th instant, at 5 P.M.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 7th February, 1900. [162b]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAI-TAN,"

Captain Roach, will be despatched for the
above Ports, on FRIDAY, the 9th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.
Hongkong, 7th February, 1900. [157b]

CHINA NAVIGATION COMPANY,
LIMITED.FOR SHANGHAI
THE Company's Steamship

"SHANSHI,"

Captain Carnahan, will be despatched for the
above Port, on FRIDAY, the 9th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th February, 1900. [147b]

FOR KOBE AND YOKOHAMA.
THE Steamship

"IBUKI MARU,"
will be despatched for the above Ports on
SUNDAY, the 10th instant, at Daylight.
For Freight, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 7th February, 1900. [160b]

FOR RANGOON.
(Taking Cargo at through Rates to Moulmein,
Arracan Ports, CORMANDEL,
and MALABAR PORTS.)

THE British India S. N. Co.'s Steamship

"COMORAT,"

Captain T. A. Collins, will be despatched as
above on or about the 28th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 7th February, 1900. [163b]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"

having arrived Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the office of the Undersigned before
 Noon on the 13th instant, or they will not be
recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
13th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 7th February, 1900. [144b]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"GALLIC,"

are hereby notified that their Goods are at
their risk being discharged into Lighters, and
or landed into our Godowns, at Wharfedale
and delivery may be had either from Lighters
or from Godowns upon countersignature of Bills
of Lading.
Goods remaining unclaimed after the 13th
instant will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN,
Agent.
Hongkong, 7th February, 1900. [15]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CITY OF LONDON,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from the Godowns.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 7th February, 1900. [14]

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE,"
FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th instant, will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 21st
instant, or they will not be recognized.
Broken, chafed, and damaged Goods are
left in the Godowns, where they will be
on the 14th instant, at 3 P.M.
Fire Insurance has been effected.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th February, 1900. [15 b]

To-day's
Advertisements.

ROTHEN MARK LODGE, No. 364.

AN EMERGENCY MEETING of the above
LODGE will be held at the FREEMASONS'
HALL, Zetland Street, on FRIDAY, the
9th instant, at 5 for 5.30 p.m. precisely. Vis-
iting Brethren are cordially invited to attend.
Hongkong, 7th February, 1900. [153b]

IN THE SUPREME COURT OF
HONGKONG.IN THE MATTER OF THE ESTATE OF JOHN
A. CLARKE, LATE OF VICTORIA,
IN THE COLONY OF HONGKONG,
MASTER MARINER, DECEASED.

NOTICE is hereby given that His Honour
WILLIAM MEIGH GOODMAN,
Acting Chief Justice, has, by virtue of Section
38 of Ordinance No. 3 of 1897, made an Order
limiting to the 10th day of March, 1900, for
sending in Claims against the above Estate.
All Creditors are hereby required to send
their Claims to the Undersigned before the said
Date.
Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Dated this 7th day of February, 1900.
L. W. NORTON-KYSSIE,
Official Administrator.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 7, 1900.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

A Rumoured Advance.

Unconfirmed reports are published in the
newspapers that General Buller has crossed the
Tugela River and is marching to the
relief of Ladysmith.

At Potgeiters Drift.

The Daily Telegraph's Correspondent at
Spearman's Camp, under date 4th inst., even-
ing, says that the British Infantry, firing the
low ridges on the North bank at Potgeiters
Drift, check the Boer snipers.

Communication with Ladysmith.

Messages are freely interchanged between
General Buller's and General White's camps.

No News.

The War Office has absolutely no news
confirming the advance of General Buller
and states that an immediate movement is
not anticipated as the roads are imprac-
ticable now.

Foreigners for the Transvaal.

The passage of foreigners to the Transvaal
through Delagoa Bay is increasing. The
restrictions imposed by the Portuguese are
derisory.

Mr. Alger on pro-Boerism.

In New York, Mr. Alger, the late Secretary
for War, strenuously denounces the growing
pro-Boer agitation and says that America is
obligated to the measureless debt of gratitude
due to England for her attitude during the
Spanish War.

Russia and Korea.

It is reported that Russia has sent warships
to the mouth of the Yalu, and is prepared at
any moment to send troops from Port Arthur
into Korea.

The Peking telegram to the Tiji Shimo.

The Peking telegram to the Tiji Shimo
regarding the dispatch of Russian troops to Korea
is merely a rumour, and is regarded as incred-
ible. A similar rumour has also been circulated
among a section of the speculators in rice and
silk. In case of Russia sending troops to
Korea, she is bound to give notice to the Japan
Government in accordance with the Russo-
Japanese Convention, but nothing has yet been
heard by the Government. The authorities
doubt the news.

According to another report Russia is sending
an ambulance corps, probably the Medical
Commission with regard to the Plague, of
which information has already been received.
It is stated that M. Stein, the Russian Charge
d'Affaires, some time ago asked the Korean
Government to issue an instruction to the local
Governors in Ham Kyong-do and Ping-an-do
ordering them to give all possible protection to
such a Commission.
No news has yet reached the military
authorities concerning the reported dispatch
of Russian troops into Korea. It is believed that
Russia may have carried out the proposal to
send a medical commission to Manchuria to
stamp out various epidemics which have been
raging there, many of the Russian soldiers
falling victims. Some Russian troops may
have been sent overland via Korea, in conse-
quence of the rivers being now frozen up.
[Russia was probably preparing for emer-
gencies in Peking.—Ed. H.K.T.]

The Inzan Mine Affair.

It is stated that a secret agreement was made
between Russia and Korea about two years ago,
during the time M. Matunin was the Russian
Minister at Seoul, binding the Korean Govern-
ment not to grant a concession to any foreign
power to work the 43 mines belonging to the
Imperial Household.

M. Stein, the Russian Charge d'Affaires, has
therefore, it is stated, lodged a protest against
the concession to work the Inzan gold mine
granted to an Englishman (Mr. Pritchard
Morgan).

The British Minister takes up a vigorous
and is said to be resolved that the mine shall be
worked in disregard of the Korean Government.
It is stated that 30 more Japanese miners, in
addition to a number of Japanese and English-
men, have been engaged to work the mine.

The Russian opposition to the Inzan gold-
mine concession to a British subject has been
based on a certain proposal made the year before last
by the Russian Minister to advance money to
the Court on the understanding that the mines
in possession of the Court be handed over to
the Russians. The Korean authorities did not
enter into anything like a written compact nor
did they even give a verbal assurance. Mr.
Stein, the present Russian Minister, is follow-
ing in the footsteps of his predecessor.

The Korean Government proposes to send
100 soldiers to the Inzan gold mine for the
purpose of guarding it. It is stated that this is
due to the instigation of a "certain Power."

Rumour of Italian Demand
on China.

Italy has made a demand for a concession to
construct a railway from Hankow to Szechuen.

The "Tamba-Maru" Case.

SUBSTANTIAL REDUCTION OF THE SENTENCE.
YOKOHAMA, January 29th.
2.30 p.m.

Judgement was given to-day in the case in
which Mr. Kent, chief officer on the Tamba-
Maru, appealed against the judgement of the
Yokohama Chito Saibansho sentencing him to
six months' imprisonment for an alleged assault
upon a quartermaster in which the man's eye
was blackened.

The Tokyo Appeal Court has quashed the
sentence of the Yokohama Court, and remits
the appellant on the second clause of Article
301 in the Criminal Code, sentencing him to
ten days' detention after making all possible
commutation.

Mr. Kent will appeal.

WEATHER REPORT.

The Observatory report says—
On the 7th at 11.55 a.m. the barometer is
falling over China. The high pressure still
covers the China coast and Japan. Gradients
have deepened, with the monsoon moderating
on the coast and in the N. part of the China
Sea. FORECAST—Fresh to moderate N. winds
fair.

LOCAL AND GENERAL.

H.M.S. *Edgar* left Singapore on 29th ult., her
destination being Labuan.

We learn that H.M.S. *Porpoise* has gone ashore
near Shanghai and has lost her steam cutter.

500 bodies of soldiers for burial were sent to
San Francisco from Manila, by the U. S.
iron-clip *Thetis*, on the 29th of January.

Dr. Dohereck goes home on leave by the
German mail steamer *Sachsen* to-morrow. Mr.
Pigg will take charge of the Observatory during
his absence.

The dead body of Mr. Stephen, late chief mate
of the bark *Arcturion*, was found floating in the
river at Bangkok a week after the occurrence
had taken place.

The steam yacht *Victoria* has arrived at Singa-
pore from Europe, with Prince and Princess de
Borgie on board, and will continue her journey
to China and Japan.

We learn that H.M.S. *Edgar* is on commission
on the 10th inst. with relief crews for the China
squadron, amongst them being those for the
Porpoise and *Waterwitch*.

At the Supreme Court yesterday Mr. H. K.
Holmes, son of the late Mr. Holmes of this
Colony, was admitted and enrolled as an
attorney and proctor by His Honour W. Meigh
Goodman.

THERE was to have been an auction on the
31st ult. at Manila, of two Spanish gunboats,
but their guns and ammunition, were to be sold
separately, under the rules of the American
Military Authorities.

A SMALL fire occurred on board the steamship
Bang Seng Guan, on her voyage from Singa-
pore to Bangkok. It originated in one of the
hatches, but the crew of the steamer, managed to
extinguish it, and little damage was done.

A SEAMAN was injured very severely on board
the H.M.S. *Albatross* by a shell being rammed
home, and the rammer being withdrawn which
caused an explosion. The unfortunate man
was so much injured, that he succumbed and
died on the 17th ult.

WE learn that during the absence of Mr.
Stewart Lockhart, in addition to Mr. May,
acting as Colonial Secretary, Mr. Duddleley will
act as Captain Superintendent of Police and
Chief Inspector Mackie as Deputy Superintendent.
Inspector Hanson will probably fill the
position of Chief Inspector.

THERE has been a new German company
started at Bangkok, and registered as the German
Siam Co., Limited. The object of this com-
pany is to give business industry of every kind,
and later on the construction of manufacturing
enterprises. It is supposed to last for 5 years,
and has a capital of Mks. 30,000.

THE Methuens are of an old established Wil-
shire family. Sir Paul Methuen, ancestor of
the present Lord Methuen, was a greatly
esteemed Minister of both Queen Anne and
George I. John Methuen, of William III's
reign, was also a Minister of much influence;
he framed the famous Methuen's Treaty with
Portugal.

ONE of the newest of American public libraries
is the children's department. The first public
library to set apart a room exclusively for
children was that of Brooklyn, near Boston.
This new development in library work has
been in 1893, and since then children's rooms
have been established in more than 25 public
libraries.

MR. E. F. Knight, the *Morning Post* war
correspondent, who was wounded at the fight at
Belmont, has lived an adventurous life. He
fought with the French as a volunteer in the
1870 war, and he is a sea rover, too, having
made several daring and romantic cruises in
various parts of the world. Mr. Knight is be-
tween 40 and 50 years of age.

It is reported that on 2nd inst. a telegram from
Kang Yu-wei, dated Singapore, was handed in
to the Chinese Telegraph Administration at
Shanghai for transmission to the Viceroy Chang
Chih-tung at Wuchang and General Yuan Shih-
hai in Shantung urging them to protect the
Emperor Kwang Hsu and adding that Kang
Yu-wei was sure of raising 40,000 men for the
same purpose.

A DISASTROUS fire occurred on the 23rd ult.,
in a cotton mill at Nagoya, Japan. Thirty-five
girls were imprisoned in one of the rooms with-
out means of escape and when the flames were
extinguished the bodies of thirty-one of them
were found charred beyond recognition. The
remaining four jumped out of the burning
building on to an adjoining roof, all sustaining
terrible injuries.

A RUMOUR was circulated by the Shanghai
vernacular papers on 2nd inst. to the effect that
Kang Yu-wei had been kidnapped in Singapore
by a gang of Cantonese loafers engaged for the
purpose. It is said that a bogus telegram was
sent to Kang, announcing the serious illness
of his mother. He left his house and thus fell
into the trap but the circumstances attending
the report are wholly improbable.

THE Russian papers announce that the tele-
graph line between Kiakhta and Peking is
completed. There is now, therefore, direct
telegraphic communication between Russian
territory and Peking. The progress of the
work, states a St. Petersburg correspondent,
has been kept secret, as may be judged from
the fact that on December 15th it was anno-
unced in the [Russian] capital that this line
would be in full working order in a few months.

THE HONGKONG ICE COMPANY,
LIMITED.

To-day, at noon, the shareholders of the
above Company, held their Nineteenth Ordinary
Annual meeting at the offices of the Company
in Polder's Street. Amongst those present were
Messrs. C. W. Dickson (Chairman), W. Pylane
(Manager), H. W. Bell (Secretary), Brookes
Smith, Cruikshank, A. Fleet, Hau Fuk, Lo
Shing, Pok Kam Ying and others.

The Secretary read the notice convening the
meeting.

The Chairman said—With your permission
I propose to take the report now before you
as read. The quantity of ice sold during the
year was larger than usual, and although some
of the outlets may not be open to us in the
future yet it is satisfactory to note an increase
in local consumption, a continuance of which
may be relied on. Our revenue from cold
storage though necessarily small also shows a
satisfactory increase, and I may add that if
further accommodation should at any time be
required the Company is able and will be
prepared to provide it. The Factory buildings
and plant are in good order. As you will
observe from the Accounts a sum of \$200 was
subscribed to the Soldiers' Families Fund, and
this I have no doubt will have your approval.
Presuming that you adopt the General Man-
agers' recommendations as stated in the report,
your property will then stand at \$100,000, a
very moderate figure below which there does
not seem any necessity to reduce it. Before
moving the adoption of the report and
accounts I shall be glad to answer any ques-
tions which shareholders may wish to put re-
lating to the Report and Accounts.

There being no questions the Chairman
proposed and Mr. A. Fleet seconded the
adoption of the report and statement of
accounts.

Carried.
Mr. Hau Fuk proposed and Mr. Lo Shing
seconded the re-election of Mr. Arnold as
Auditor.

side such wharfrage and the security to shipping would be enormously increased, for which they tied up to a wharf steamers would run little or no risk from typhoons or freshets.

POSITION OF BRITISH MERCHANTS.

Much has been said about the want of enterprise shown locally by the British merchant, but although at first sight there would appear to be considerable truth in these statements it is only fair to judge the situation from their point of view also. They had been in the first place accustomed in Formosa to Chinese methods of business, which had worked well here as well on the mainland, and had for years been enjoying that security of feeling arising from the traditional and well-pledged faith in the trustworthiness of the Chinese men of business with whom they had their dealings, suddenly with the incursion of almost solely for few Japanese traders, the merchant reputations have been touched. The Japanese had himself as a factor in the unknown country. He had an ingenuitè and conviction gathered from many published sources, that dealings with the Japanese merchant at large were to be avoided unless on very excellent security, and his first experience of what he considered typical Japanese came with the first rush into this country helped (with considerable reason, it may be remarked) to confirm him in that conviction; but although the merchant still find Japanese business method irksome and unfamiliar, a better feeling now prevails. The firms are all provided with competent Japanese interpreters, much time and trouble is saved thereby and time prevented. The Chinese trader on the other hand, better fitted to adapt himself to awkward conditions, soon found out the weak points of the Japanese and whilst keeping his usual advantageous position in respect to the foreigner, batters freely on the dollars of the competitor.

POST-WARU PRICES MAINTAINED.

The advance in prices caused by the Japanese invasion has been kept up to the detriment of the foreigner solely because the Chinese have found out that they can impose with impunity on the Japanese in the matter of price.

PROSPECTS OF THE FUTURE.

The native of the island has never before been more prosperous nor better fed, notwithstanding short crops, typhoons, and freshets. As matters stand, both Japanese and foreigners are forced to admit that the Chinese ones who are really making any considerable profit are the Chinese, and so it will continue until labour is cheapened by the Chinese immigration, the only hope deferred indefinitely by the restrictions for the development of Formosa.

WUHU.

In his Consular Report on the trade of Wuhu for 1898 Mr. Clemen reports:

SAILING VESSELS.

The sailing vessels that pass the Imperial Maritime Customs at Wuhu are: (1) Jorhas and papiques of 100 to 350 tons, 12 vessels with hulls of European style but rig in the Chinese manner generally sailing under the Chinese flag though out of 74 entered in 1898 one was under the British and three under the United States flag; (2) junk of 30 or 90 tons under "special junk pass," of which 17 entered and 124 cleared during the year; (3) a few small boats (11 in 1898) from Chih-chow, Kien-chang and Hsiao-cheng, places in the same province, higher up the Yangtze. Jorhas are a feature of the Yangtze trade, everywhere between Hankow and the sea. Many of them are engaged in importing kerosene oil. It would seem from the custom tables that they rarely obtain any return cargo at Wuhu.

STEAMERS.

The customs returns distinguish between steamers under "river steamer pass," and steamers under "Chinking pass," i.e. between river steamers and sea-going vessels, under the new Yangtze regulations, which came into force on April 1st 1899, the "Chinking pass" is superseded by another document termed special river pass. The British river steamers belong to four companies, each of which possesses a link to which vessels moor to load and discharge cargo: the Chinese Company, China Merchants Steam Navigation Company, having a steamship, the *Yangtze*, of 1,000 tons, and a depth of water, etc. it has been found impracticable to connect them as it is done at all the lower Yangtze twenty ports (Chinking and Hankow). The Channel thus left between the hulk and the shore although obstructed by a sandbank which appears to be growing rapidly is made much use of by large rafts. These have commonly a draught of 14 or 15 feet and not uncommonly are very carelessly navigated. Consequently accidents to the hulks have occurred on several occasions from collision with these rafts, and it is to be feared that such accidents will multiply in future unless some regulation can be introduced to put a stop to their present practice. The sea-going vessels which come to Wuhu either in ballast or with a light cargo of rice, etc., return with cargoes of grain, chiefly, for export, coastwise to other parts of China. Those under the British flag belong either to the China Navigation Company, Limited (agents, Messrs. Butterfield and Swire), or to the Indo-China Steam Navigation Company, Limited (agents, Messrs. Jardine, Matheson & Co.), the former having normally the greater number of vessels engaged in this trade. The most important incident of the year in this connection was the suspension of sail for which from May 28th to September 24th, for which the visits of British steamers were, without doubt, less than in any previous year. Another feature of interest during 1898 is the appearance of the Japanese flag for the first time among the Yangtze river steamers. The first vessel, the *Tsurugawa Maru*, arrived here on January 5th, she is a steamer of 410 tons, navigated by European officers, but with Japanese engineers, and built in Japan for the Osaka Steam Navigation Company. This company has now three steamers on the Shanghai-Hankow line, viz. the *Tsurugawa Maru*, the *Ogawa Maru*, and the *Tanaka Maru*, which only arrived since the beginning of 1899 running between Hankow and Ichang.

INLAND WATERS NAVIGATION.

During the year 1898, foreigners obtained for the first time the right to navigate all parts of the inland waters of China with steam power. It might have been expected that this privilege would be eagerly made use of in a district so well supplied with navigable creeks and waterways as the province of Anhui. But this has not been the case for the Chinese authorities have so far practically neutralized the privilege by refusing to allow steam launches to tow cargo boats upon the Yangtze.

EXPORTS, RICE TRADE.

The principal article of export from Wuhu is rice, and we have already seen that it is almost exclusively to lead this commodity that the port is visited by sea-going, as distinguished from river steamers. Rice forms a large part of the cargo of river steamers also. It follows that the commercial prosperity of Wuhu is largely bound up with that of the rice trade. As it is well known, the exportation of grain from China is forbidden, and in order to maintain this prohibition in an effective manner, the transport of such goods coastwise is placed by the Treaties and Trade Regulations under

exceptional rules. The interpretation of these rules is a fruitful source of difference of opinion between the British mercantile community represented by her Majesty's Consul on the one hand, and the Chinese officials, acting through the Imperial Maritime Customs, on the other. During the year under review two series of incidents, occurred to emphasise these facts.

EXPORT PROHIBITED DURING SUMMER MONTHS.

From about the end of May till late in September the Viceroy of these provinces forbade the exportation of rice from Wuhu altogether, and this year he has repeated the prohibition at about the corresponding date or, rather, has extended it to other grain as well. The pretext for this interference with the natural course of trade was the enhanced price of rice compared with that prevailing in former years. But it would seem to require only an elementary appreciation of the first principles of political economy to realise that if the price of rice is high in Wuhu, it could not be profitably exported unless it were still higher at Chiofow, Swatow, Canton, etc., the places to which it is principally shipped. More over, I am informed that what enhancement has occurred in Anhui is only in the silver price, and not the price as represented in copper cash, which is in all parts of China, nevertheless, it is no doubt true that there was last year, and is this, a serious amount of distress in the north of Anhui and this fact has been brought home to the local officials by the occurrence of some small risings of the peasantry of Koyang, Mengchung, and other districts during the winter of 1898-99. Both in 1898 and 1899 the imposition of the embargo has been made suddenly without previous notice, so that it has become necessary to protest against it as far as it affects charter parties or other contracts already entered into between British shipping firms and native grain merchants. The embargo this year seems to be only conversant with the Wuhu district, and is a pity, for the spring crop of barley and wheat is here exceptionally fine, and the rice, which is planted out as barley, rape seed, etc., has cleared away its very appearance of being healthy and plentiful. Consequently one can hardly suppose that the native farmers are pleased at the prospect of prices being artificially reduced by their best markets being closed. Indeed, these interferences with the natural equilibrium of trade and distribution would appear more likely to lead to diminished agricultural production, than to a permanent cheapening of food. The temptation to grow opium in place of grain is strong enough already without being forced upon the people by closing of their most profitable markets. Last year however, the embargo on rice was, after some negotiation removed in September and the trade resumed its normal activity for more than its normal activity for the next eight months. But from the moment of the re-imposition of the rice trade, the second series of incidents above referred to at once commenced.

EXTRA BONDS REQUIRED ON SHIPMENTS TO CANTON.

It is evident that the port of Canton stands in one respect on a rather different footing from other places in China, owing to the fact that vessels approaching it from the more Northern ports must almost of necessity, pass through the harbour of Hongkong, that is through the territorial waters of another power, where cargo entered on a manifest as intended for shipment to Canton, might, if such a course were profitable, be discharged and diverted to some other destination abroad. It may be a surmise on my part but I think it is a true one, that this fact lies at the bottom of the extreme anxiety shown by the Chinese authorities to treat grain destined for Canton on another and stricter footing than that shipped for any other port. Where as in the case of all other Chinese ports a bond to the value of one taikwan (equal per piece returnable after six months is all that the Chinese authorities require of the shipper (this amount having been assumed, at the time the rule was introduced, to be about equal to the value of the cargo), they insist, in the case of grain sent to Canton on an export, of a "double" bond of 20,000 taikwan per ship as well, and require its return within a period of three months. Two or three alterations have been made, between last September and the date of writing, in the rules respecting these bonds, those first promulgated having been replaced by another variety said to be founded upon a practice obtaining at Chinking and later the receipt of a telegram announcing the arrival of the cargo at Canton, and its agreement with the manifest has been held to cancel the obligation of the bond. But these details; the principle of exceptional treatment for Canton shipments has been persistently adhered to in spite of repeated protests and representations from those interested in the trade in Wuhu, and I believe in Chinking that this regulation can be introduced to put a stop to their present practice. The sea-going vessels which come to Wuhu either in ballast or with a light cargo of rice, etc., return with cargoes of grain, chiefly, for export, coastwise to other parts of China. Those under the British flag belong either to the China Navigation Company, Limited (agents, Messrs. Butterfield and Swire), or to the Indo-China Steam Navigation Company, Limited (agents, Messrs. Jardine, Matheson & Co.), the former having normally the greater number of vessels engaged in this trade. The most important incident of the year in this connection was the suspension of sail for which from May 28th to September 24th, for which the visits of British steamers were, without doubt, less than in any previous year. Another feature of interest during 1898 is the appearance of the Japanese flag for the first time among the Yangtze river steamers. The first vessel, the *Tsurugawa Maru*, arrived here on January 5th, she is a steamer of 410 tons, navigated by European officers, but with Japanese engineers, and built in Japan for the Osaka Steam Navigation Company. This company has now three steamers on the Shanghai-Hankow line, viz. the *Tsurugawa Maru*, the *Ogawa Maru*, and the *Tanaka Maru*, which only arrived since the beginning of 1899 running between Hankow and Ichang.

WUHU RICE AND FLOUR MILL.

The steamer rice and flour mill noticed by my predecessor in his report for 1897 has been in work all through the year, and has I am told done a good business, though only 76 cwt. of its flour, valued at £40 appear from the customs returns to have been exported from Wuhu.

MINING SPECULATION.

The year under review has been remarkable for two separate attempts to start coal mining by European methods in different parts of Southern Anhui. The first attempt was made under the auspices of the highly placed Chinese official, but although they had an English engineer prospecting for coal and iron during several months, and though this gentleman spoke of the existence of a "mountain of iron" somewhere in Ningkuo prefecture, the results as yet have not been very apparent. The only good coal obtainable in Wuhu comes from Hankow and when freight and charges have been paid it costs about 13 dollars 40 cents a ton say (£1 7s). There is Anhui coal in the market at a much lower price but it is not of good quality. The second enterprise has not proceeded as yet beyond the stage of land purchase. Some 7 or 8 acres in the Fan Chang district to the south-east of Wuhu were acquired in March by a Scottish gentleman who later in the year left this part of China to settle in Manchuria. He found others however to take over his interest in the land and during the autumn several other plots were acquired. Two companies called the Ili Coal Mining Company, Limited and the Yangtze Land and Investment Company, Limited were floated in Hongkong. Deeds of "perpetual lease" for the purpose of coal mining were stamped by the local authority, and the usual certificate was attached bearing the provincial treasurer's seal.

(To be Continued)

THE PLAGUE IN JAPAN.

The purchase of rats, by the authorities, which has been going on briskly in Tokyo for some time past, has now commenced in Yokohama. The official price is the same as in the capital, 5 sen a head, dead or alive.

THE GREAT NAGOYA FIRE.

DETAILED SCENES.

Kouf, January 25th. Details of the fire at Nagoya on Tuesday in which thirty-one lives were lost appear in the Japanese papers to-day. The accounts given state that Mr. Kojima Shintzo, the owner of the weaving factory in which the fire occurred, had fifty girls and three men in his employment. An extra number of orders had been received and he put the girls on two shifts so as to finish the work before the Chinese New Year, which is still observed in some parts of the country. The girls worked till 1 o'clock on the morning of the fire and retired at 1.30. The dormitory was a two storied building, and thirty-six of the girls slept upstairs. The owner of the factory was accustomed to lock the doors from the outside after the girls were in bed, and he did so on this occasion, cautioning the girls to be careful about the hibachi and lamps. Six of an extraordinary sound about 3.30 and the factory owner and other people about the place came out to see the cause. They found the dormitory ablaze. The shrieks and cries for help were frightful. A strong north westerly wind was blowing and the flames soon caught the private house of the owner and the factory. They neglected or forgot to unlock the door of the upper storey of the girls' sleeping place but ran into their own houses to carry out their furniture. The girls meantime shrieked and screamed and could be heard rushing hither and thither, but no assistance was given. Six of them were near the door of the building fell into the first through the flames badly they were hurled into the street. A tremendous crash followed, and the whole floor gave way with the thirty girls who met a fearful death. The local fire brigade consisting of seventy-three men, arrived at the spot just before the fire was over, and was unable to do much. The remains of the dead were fearfully charred and it was with considerable difficulty that their identity was established. Thirty-one dead bodies were found and thirty of them were identified but the remaining one was identified by the remains of a man. None of the male employees were hurt. It is believed that one of the men's body discovered was that of one who had hidden in the dormitory, probably a lover of one of the girls, before the door was locked. The owner of the factory has a loss of yen 30,000. He has been severely censured in respect of his failure to unlock the door, a neglect which caused the fearful tragedy. He is reported to have become insane later in the morning. The cause of the fire is reported to have been the upsetting of a *Kotatsu*, a charcoal stove which ignited a curtain, the flames thereafter spreading quickly. Mr. Sugan, Aichi Ken Secretary, proceeded to the scene to hold an investigation yesterday.

HEAVY SNOW FALL IN JAPAN.

Kouf, 27th January. The weather continues cold in Kobe and a slight fall of snow occurred overnight. Telegrams from various districts indicate that there has been a considerable fall throughout the country. Some of the messages, dated the 26th, are as follows:

Nagano: Heavy snow has fallen in the Yechigo districts and four passenger carriages of a train which left Takasaki this morning were derailed at Sekiyama. The train proceeded, leaving three cars near Takasaki, but was completely buried in snow near Taguchi station. Mail delivery interrupted.

Miyazaki: Snow has fallen to depth of over 2 feet since yesterday.

Maidouri: Snow has fallen over 5 feet in depth and still continues.

Wakayama: Two feet of snow and still falling.

Himeji: Snow is falling. The temperature reads 36°.

Ujina: Snow since last night.

Ikan: A rigorous cold; snow over 5 inches in depth.

Moji: Snow since last night. Now over 5 inches.

Tokushima: Unusually cold weather. Hal and snow falling.

Nagasaki: Snowing; and city turning white.

Herald.

THE ACCIDENT TO THE "ENERGIA."

The *Energia*, which, since her arrival at Nagasaki from the scene of her accident in the Ghorri Straits, has been lying in the harbour, says the *Nagasaki Press*, has now taken up a position near to the Tagaki Dock, where she was to be berthed on the 28th inst.

In the meantime her cargo is being discharged. It consists principally of flour and with the exception of a small quantity in Hold No. 1 it appears to be in good condition and undamaged.

It is not possible at present to form any estimate of the extent of the injury which the vessel herself has sustained. Temporary repairs have been effected, and one pump, worked at intervals, is found sufficient to keep down the water. There can be no doubt that had the accident occurred in a less sheltered place, the vessel must have foundered.

The cargo which was found necessary to discharge when the ship was damaged might have been expected to be "probably" brought to Nagasaki and disposed of by auction.

ACCIDENT IN NAGASAKI HARBOUR.

As a number of coolies were engaged on the 21st inst., in scraping the sides of the U.S. collier *Endure*, now being docked in Nagasaki, says the *Nagasaki Press*, the scaffolding upon which they were standing suddenly gave way and about twenty of them were precipitated into the water. The occurrence caused considerable excitement for a time amongst those who witnessed it, and some of the men appeared to be in considerable danger of drowning. Fortunately, however, they eventually landed, thoroughly drenched of course, but otherwise none the worse for their imprudent bath.

FALL OF VOLCANIC ASHES IN JAPAN.

On the morning of the 22nd ult. at about 7 o'clock a loud rumbling noise was heard to proceed from Mount Asama in Shinshu and was immediately followed by a severe shock of earthquake at Saku district in the province. In connection with this occurrence, volcanic ashes are reported to have fallen at Urawa, Omiya, Iwatsuki, Kawagoya, Kumagaya, Kuribashi, Honjo in Tokio and other places between 9 and 10 a.m. and it is said that the ashes which fell at Omiya, Urawa, and Kawagoya reached a depth of about 2 inches.

Kobe Herald.

THE DEPOSITION OF KUANG HSU.

SHANGHAI, January 30th.

We translate the following items, issued yesterday in a special supplement by the *Universal Gazette*, concerning the excitement into which Chinese in various parts of the country and elsewhere have been thrown upon receipt of the news that the Emperor Kuang Hsu's legal heirloom to the Throne of the late Emperor Tsin Chih had been ignored, and that Emperor Kuang Hsu's fifth brother commonly known as Prince Tsin or the Fifth Prince.

"We have been informed that a number of the officials, gentry and literati of Hupeh province have drawn up memorials to the Empress Dowager, protesting against this violation of the laws of primogeniture, which the writers themselves intend to take up to Peking, travelling overland. The memorials also demand that the Emperor be permitted to resume the reins of government. Chinese residing in the islands of the Southern Pacific and the Indian Ocean and California, have passed through Shanghai addressed to the Tsungli Yamen, announcing the surprise and pain of the readers upon learning of the deposition of Kuang Hsu and the selection of an heir to the Throne, and strongly protesting against such a thing. The telegrams further pray that the Emperor be permitted to resume the reins of government which he not granted would make all Chinese lose their faith in the dynasty so that from henceforth no one could guarantee the future stability of the Empire. Finally, 'could the Empress Dowager persist in her intention to appoint a new Emperor, the protesters and all who are of one mind will return to the land of their ancestors to support H.I.M. Kuang Hsu.' It is stated that the Empress Dowager and her advisers, being afraid of a revolution in Peking, have applied to the Russian Government for help and that, accordingly, Russian troops are expected at Peking soon. It is reliably reported that the Japanese Government has, through its Minister at Peking, protested against this action of the Empress Dowager. The Empress Dowager is said to depend upon the Manchurian troops (the Hsienung Brigade of Prince Tuan the father of the new heir apparent) for protection, and to suppress any disturbances with a strong hand, and troops numbered nearly 10,000 men, and he is also said to have with him 'Boxers' and other anti-foreign bands in Shanghai, Chihli and Honan provinces." N. C. Daily News.

THE THREATENED TROUBLE.

The *Universal Gazette* says that a foreign resident of Shanghai has received a communication from the leaders of the various secret societies of Shanghai in the following terms:

"Although we are a rough people, we know what righteousness is. We are obliged to live in this deplorable manner owing to the voracious and wicked Mandarins. You have long been known to us as a lover of China and country, and Christians. Since the eighth moon last year we have been in the habit of raising our patriotic flag, and we have patiently kept silence in the hope that China would yet become wealthy and strong. Now, having read the Imperial Edict of the 24th ult., we have become certain that the Emperor Kuang Hsu will be forced to vacate the throne unless some action is taken. So we are unable to remain passive any longer, and therefore we beg you to devise a plan to prevent the deposition of the Emperor, and to importune Emperor Kuang Hsu to come and to hold the reins of Government and to wield entire power in order to save the Chinese Empire. If you will be so kind as to reply to this letter, please do so through the newspapers. If we receive no reply within five days we will wait no longer, and we fear that China will never have a day of peace again."

SHIPPING REPORTS.

Captain James Porter, of the steamship *Benvenue*, from Singapore, reports: Experienced moderate to fresh N.E. monsoon and clear weather up to Latitude of Paracels, and thence strong gale and heavy sea with thick weather up till arrival.

Captain J. S. Roach, of the steamship *Haitan*, from Fouchow, Amoy, and Swatow, reports: Fouchow to Hongkong strong monsoon, moderate sea, overcast, with occasional rain. Vessels in Fouchow: *Taipei*, In Amoy: *Chongchow*, In Swatow: *Wingsung*, *Chihli*, *Shengking*, and *Taiwan*.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....30.141

Thermometer.....57.3

Humidity.....79.0

Rainfall.....1.70

TO-DAY.

WEATHER REPORT.

Barometer.....30.38

Thermometer.....53

Humidity.....34

Rainfall.....39

TO-DAY.

Wednesday, 7th February, 1900.

Chinese 5th of 1st moon of 20th year of Kuang-shi.

Sun—Rises.....6hr. 39min.

Sets.....5hr. 40min.

High water—Morning.....5hr. 58min.

Afternoon.....5hr. 40min.

Low water—Morning.....5hr. 20min.

Afternoon.....5hr. 27min.

ANNIVERSARIES.

1812—Charles Dickens born.

1843—The *Celestial*, the first Hongkong built vessel launched.

1856—Annexation of Oile.

1868—The *Therese* taken by coolies 62 days after her departure, the officers and crew killed.

1878—Plus 18 died.

1894—The steamer *St. Asaph* sunk by the steamer *Hongchow* off Breaker Point; all hands lost.

1867—Disturbances in Crete became serious.

1898—Great fire at Manila; estimated loss \$2,000,000.

1898—Strike of Officers of the British Indian Steamship Co. commenced.

TO-MORROW.

Thursday, 8th February, 1900.

Chinese 6th of 1st moon of 20th year of Kuang-shi.

Sun—Rises.....6hr. 39min.

Sets.....5hr. 40min.

High water—Morning.....5hr. 58min.

Afternoon.....5hr. 40min.

Low water—Morning.....5hr. 20min.

Afternoon.....5hr. 27min.

ANNIVERSARIES.

1626—The Spanish fleet left the port of Cavite, by order of the Governor of Manila, for the purpose of taking Formosa.

1819—John Ruskin born.

1849—Roman Republic proclaimed.

1868—Great fire at Fouchow.

1872—Assassination of Lord Mayo, Viceroy of India.

1899—Russian-Turkish Treaty signed.

1899—Great fire at Yokohama, Japan. Collision at Kobe between the steamers *Felbridge* and *Mutsu Maru*.

1897—The *Kurik* docked at Hongkong; largest vessel docked in Hongkong.

1898—Disastrous cyclone at Mackay, Queensland.

AGENDA.

TO-DAY.

Cargo ex steamer *Chuan* subject to rent.

Cargo ex steamer *Pendal* subject to rent.

Cargo ex steamer *Radarsch* subject to rent.

TO-MORROW.

Noon—Extraordinary meeting of the China Provident Loan and Mortgage Co. Messrs. Sheehan, Tomes & Co. solicitors.

ILLUSTRATED ORDERS.

5.30 p.m.—Tumpey's class.

4.30 p.m.—Range Finding class.

5.30 p.m.—F. & B. Gun Drill at Kowloon Docks.

5.30 p.m.—A. & B. & C. Co's Gun Drill at East Point.

5 p.m.—F. Co's Electricians, Electric Light Unit at Lyemum Launch leaves S. M. Pier returning at 6 p.m.

FRIDAY, 9th.

Daylight—N. Y. K. steamer *Hibachi Maru* for Europe.

Austrian Lloyd's Steam Navigation Co.'s steamer *Trieste* leaves for Fiume and Trieste.

SATURDAY, 10th.

N. P. R. steamer *Glengale* leaves for Victoria, B.C. and Tacoma.

(About 11 a.m.) O. & S. steamer *Campanile* leaves for San Diego and Frisco.

SUNDAY, 11th.

(About 11 a.m.) N. L. H. steamer *Hibachi* leaves for Havre and Hamburg.

(About 5 p.m.) S. & T's New York Line steamer *Queen Eleanor* leaves for New York.

MONDAY, 12th.

10.00 and 1.15 p.m.—Auction sale of Clove Lands, Wanchai Road and Queen's Road East, at P. W. D. Office.

4 p.m.—N. Y. K. steamer *Utsunomiya Maru* leaves for Victoria, B.C. and Seattle.

9 p.m.—Amateur Dramatic Club, "Veoman of the Guard" at the City Hall.

TUESDAY, 13th.

Noon—O. & S. steamer *Glengale* leaves for San Francisco.

Noon—C. N. steamer *Trieste* leaves for Fiume and Trieste.

N. P. R. steamer *Abergeldie* for Portland Oregon.

WEDNESDAY, 14th.

C. P. R. Co's steamer *Empress of Japan*, leaves for Victoria B.C.

SHIPPING AND MAIL NEWS.

MAINS DUE.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary, Hongkong, 27th January, 1900. [148b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Wanchai Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.	
No. of Sale	Locality
1	Wanchai Road
2	Wanchai Road
3	Wanchai Road
4	Wanchai Road
5	Wanchai Road
6	Wanchai Road
7	Wanchai Road
8	Wanchai Road
9	Wanchai Road
10	Wanchai Road
11	Wanchai Road
12	Wanchai Road
13	Wanchai Road
14	Wanchai Road
15	Wanchai Road
16	Wanchai Road
17	Wanchai Road
18	Wanchai Road
19	Wanchai Road
20	Wanchai Road
21	Wanchai Road
22	Wanchai Road
23	Wanchai Road
24	Wanchai Road
25	Wanchai Road
26	Wanchai Road
27	Wanchai Road
28	Wanchai Road
29	Wanchai Road
30	Wanchai Road
31	Wanchai Road
32	Wanchai Road
33	Wanchai Road
34	Wanchai Road
35	Wanchai Road
36	Wanchai Road
37	Wanchai Road
38	Wanchai Road
39	Wanchai Road
40	Wanchai Road
41	Wanchai Road
42	Wanchai Road
43	Wanchai Road
44	Wanchai Road
45	Wanchai Road
46	Wanchai Road
47	Wanchai Road
48	Wanchai Road
49	Wanchai Road
50	Wanchai Road
51	Wanchai Road
52	Wanchai Road
53	Wanchai Road
54	Wanchai Road
55	Wanchai Road
56	Wanchai Road
57	Wanchai Road
58	Wanchai Road
59	Wanchai Road
60	Wanchai Road
61	Wanchai Road
62	Wanchai Road
63	Wanchai Road
64	Wanchai Road
65	Wanchai Road
66	Wanchai Road
67	Wanchai Road
68	Wanchai Road
69	Wanchai Road
70	Wanchai Road
71	Wanchai Road
72	Wanchai Road
73	Wanchai Road
74	Wanchai Road
75	Wanchai Road

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary, Hongkong, 27th January, 1900. [149b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.	
No. of Sale	Locality
1	Queen's Road
2	Queen's Road
3	Queen's Road
4	Queen's Road
5	Queen's Road
6	Queen's Road
7	Queen's Road
8	Queen's Road
9	Queen's Road
10	Queen's Road
11	Queen's Road
12	Queen's Road
13	Queen's Road
14	Queen's Road
15	Queen's Road
16	Queen's Road
17	Queen's Road
18	Queen's Road
19	Queen's Road
20	Queen's Road
21	Queen's Road
22	Queen's Road
23	Queen's Road
24	Queen's Road
25	Queen's Road
26	Queen's Road
27	Queen's Road
28	Queen's Road
29	Queen's Road
30	Queen's Road
31	Queen's Road
32	Queen's Road
33	Queen's Road
34	Queen's Road
35	Queen's Road
36	Queen's Road
37	Queen's Road
38	Queen's Road
39	Queen's Road
40	Queen's Road
41	Queen's Road
42	Queen's Road
43	Queen's Road
44	Queen's Road
45	Queen's Road
46	Queen's Road
47	Queen's Road
48	Queen's Road
49	Queen's Road
50	Queen's Road
51	Queen's Road
52	Queen's Road
53	Queen's Road
54	Queen's Road
55	Queen's Road
56	Queen's Road
57	Queen's Road
58	Queen's Road
59	Queen's Road
60	Queen's Road
61	Queen's Road
62	Queen's Road
63	Queen's Road
64	Queen's Road
65	Queen's Road
66	Queen's Road
67	Queen's Road
68	Queen's Road
69	Queen's Road
70	Queen's Road
71	Queen's Road
72	Queen's Road
73	Queen's Road
74	Queen's Road
75	Queen's Road

Entertainment.

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE FIVE PERFORMANCES.

THE YEOMEN OF THE GUARD.

THE MERRYMAN AND HIS MAID.

W. S. GILBERT & ARTHUR SULLIVAN.

MONDAY, 12th February.

THURSDAY, 15th "

SATURDAY, 17th "

SATURDAY, 24th "

MONDAY, 26th "

Commencing each Evening at 9 P.M. precisely.

Dress Circle and Stalls \$3

Pit 1

Half-price to the P.M. for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, the 5th February, at 10 A.M.

The Booking Office will be OPEN Daily from that Date from 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trains will run 1 hour after the fall of the curtain.

H.C. NICOLLE, Acting Manager.

Hongkong, 29th January, 1900. [122b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [130]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT.

FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

LEAVE.

STEAMERS.

Parramatta, 4866 Mar. 27 Mar. 31 April 6

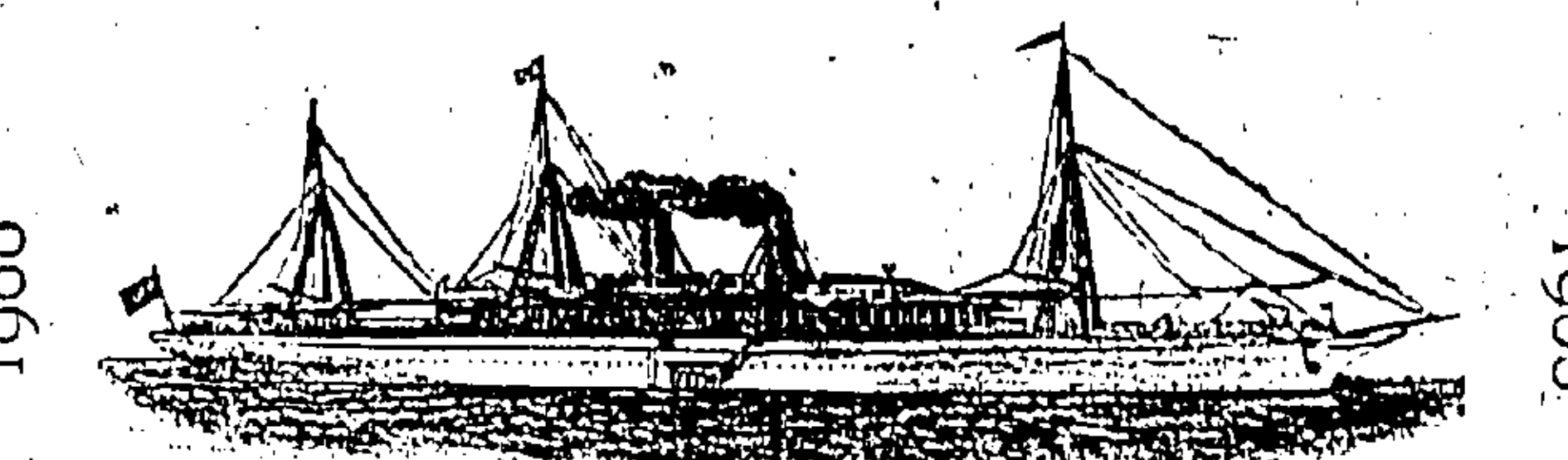
Marsilia, 5026 April 10 April 14 April 20

For Freight or Passage apply to H.A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [23]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. DUNN, General Agent, P.O. Box 11, P.O. Street.

Hongkong, 17th January, 1900. [13]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenloch, 3750 R.D. Jones Feb. 10.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie, 3777 J. McMay Feb. 13.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 30th January, 1900. [14]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Cornwallshire, 2929 about Feb. 10

Belgian King, 3379 about Feb. 21

Thyria, 3466 about Mar. 6

Lady Joke, 3466 about Mar. 31

THE Steamship

"CARMARTHENSIRE" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 22nd January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, SEYDLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL" Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H.A. RITCHIE, Superintendent.

Hongkong, 3rd February, 1900. [15]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU Thomas Tibbals	KOBE (DIRECT)	TO-MORROW, 8th Feb, at 4 P.M.
SADO MARU W. Thompson	KOBE and YOKOHAMA	TO-MORROW, 8th Feb, at 4 P.M.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th Feb, at Daylight.
YAMAGUCHI MARU M. J. Gurnow	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOSUNG), KOBE and YOKOHAMA	MONDAY, 12th Feb, at 4 P.M.
WAKASA MARU J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 23rd Feb, at Daylight.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 23rd Feb, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 7th February, 1900. [16]

NORDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HOLSTENIA	HAVRE and HAMBURG.	14th February.
ALESIA	LONDON with transhipment in HAMBURG.	About 4th March.
Knuth	BORDEAUX, HAVRE & HAMBURG (LONDON with transhipment in HAMBURG).	About 16th March.
SAVOIA	HAVRE and HAMBURG.	About 18th March.
LAGER	LONDON with transhipment in HAMBURG.	About 21st March.
ASTORIA	NEW YORK (via SUEZ CANAL).	About 21st March.
SAXONIA	HAVRE and HAMBURG.	About 21st March.
KRECH	LONDON with transhipment in HAMBURG.	About 21st March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Thursday, 22nd Feb, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to San Francisco, to Atlantic and Inland Cities, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the same day; all Parcel Packages should be marked

